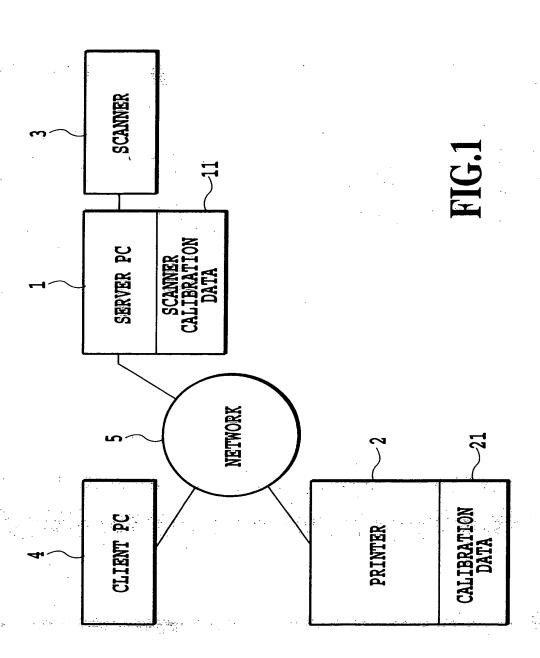


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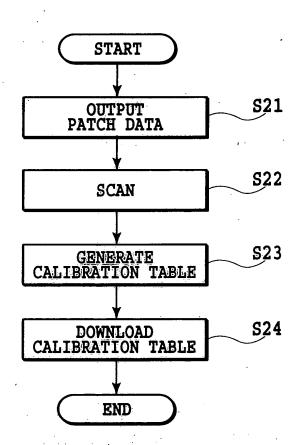


FIG.2

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FIG.3A

|--|

32	33	35	37	39	41	43	45	7	49	51	53	55	57	59	61	63
31	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	63
30	33	33	(m)	200	77	(T)	1 2	4	5	\ <u>\</u> \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	\ <u>S</u>	25/	15/	25/	5	3
23	33	35	5	\ <u>8</u>	14	(T)	15	1	\$	\ <u>\</u>	23	53	5	25	डि	3
28	œ	0	10	11	12	13	14	15	16	17	138	19	20	21	22	23
27	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
26	(\oo)	0	12		12	(2)	\ <u>\</u>	12	9		<u>(</u>	(2)	2	17	13/	2
25	œ	(0)	12		12			13	12/		<u> </u>	3	2	Tal.	12	123
24	33	35	37	39	4]	43	45	47	9.	51	53	55	57	59	61	63
23	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	63
22	(E)	35	5	200	4	(4)	45	15/	6	5	5	5	5	3	5	S
21	(E)	33	5	8	4	3	55	4	3	5	3	3	2	3	5	63
20	16	Ē,	8	5	20	2	22	£.3	77	5	97	£ .	28	29	30	31
13	16	17	18	19	20	21	22	23	24	25	26	27	200	29	30	31
28	9		8	2	2	17	2	(2)	7	5	9/	12	8	2	2	元 》
17	19		8	13	2	7	2	3	7	25	92	5	28	29	33	3
16	33	35	37	39	41	43	45	47	49	57	3	55	57	59	61	63
15	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	63
7	3	35	37	200	((C)	5		6	15	3	5	25/	26	5	3
=======================================	(33)	35		8		43	45	5	49	51	53	55	21	59	5	(S)
2	24	25	26	27	28	29	30	31	0		7	\sim	4.	S	9	
I	24	25	26	27	28	29	30	31	0	1	2	3	4	5	9	7
10	77	25	76	27	78	29	30/	3	0	-	7	(~)	4	S	(0)	~ 】
Q	24	25	26	27	28	29	30	31	0		7	w	4	(U)	(O)	
∞	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	63
_	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	3
9	33	35	(2)	39	4	43	45	4	2	55	3	25	557	25	5	3
വ	33	35	3	39	41	43	45	47	2.	[2]	3	55	5	3	5	3
4	0		7	\sim	7	3	S	r-	œ	0	2		12	13	14	15
സ	0		2	3	4	5	9	7	œ	9	10	11	12	13	14	15
7	0	,		<u></u>	4	سر	<u>/</u>	[-]	œ	(0)	2		2	S		12
-	0	—	~	(m)	4	\n	(O)		$\langle \mathbf{\omega} \rangle$	(O)	2		2	E S		13
,		~	<u>~</u>	4	r.	6		∞	م م	11	<u> </u>	2	<u> </u>	⊿ •	~	9
										-			-	-	 i	-

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FIG.3B

RASPORT

TRANSPORT

DIRECTION



POSITION NUMBER	ACTUAL OUTPUT DATA
0	0
~ 1	4
2	8
3	12
4	12 16
	20
<u>5</u>	24 28 32
7	28
8	32
9	36
10	40
11	44
12	48
13	52
14	56
15	60
16	6.4
17	68
18	72
19	76
20	80
21	84
21 22 23	88
23	92
24	96
25	100
26	104
27	108
28	112
29	116 120 124 128
30	120
31	124 128
3.2	128
33	132
34	135
29 30 31 32 33 34 35 36 37 38 39	132 136 140 144 148 152 156
35	144
37	148
38	152
59	150
40	160

POSITION NUMBER	ACTUAL OUTPUT DATA
41	164
42	168
43	172
44	176
45	180
46	184
47	188
48	192
49	196
50	200
51	204
52	208
53	212
54	216
55	220
56	224
57	228
58	232
59	236
60	240
61	244
62	248
63	255

FIG.4

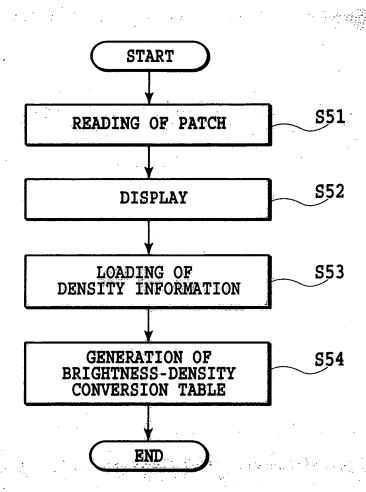


FIG.5



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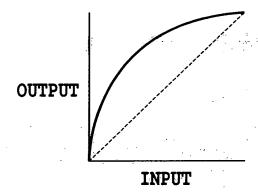


FIG.6A

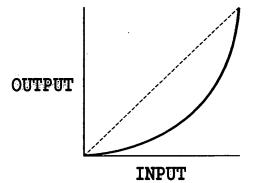


FIG.6B

OUTPUT INPUT

FIG.6C

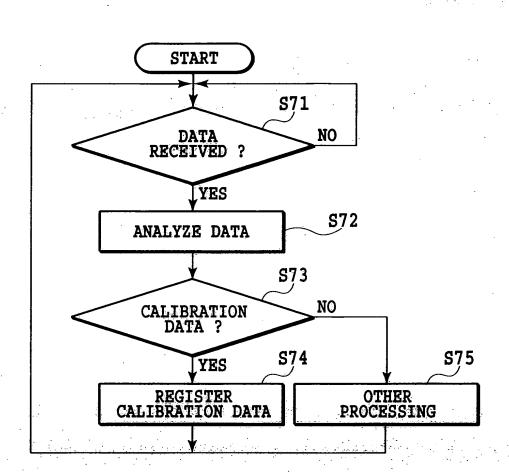


FIG.7



Appln. No. 09/774,037 Response to 12/1/04 Office Action Duplicate of Original Drawing

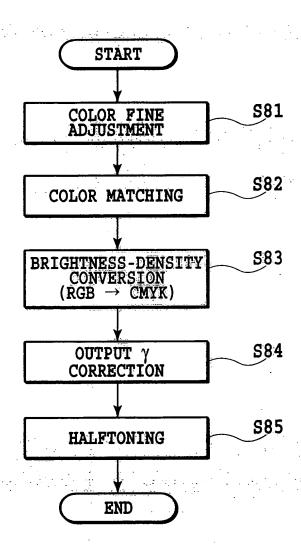


FIG.8



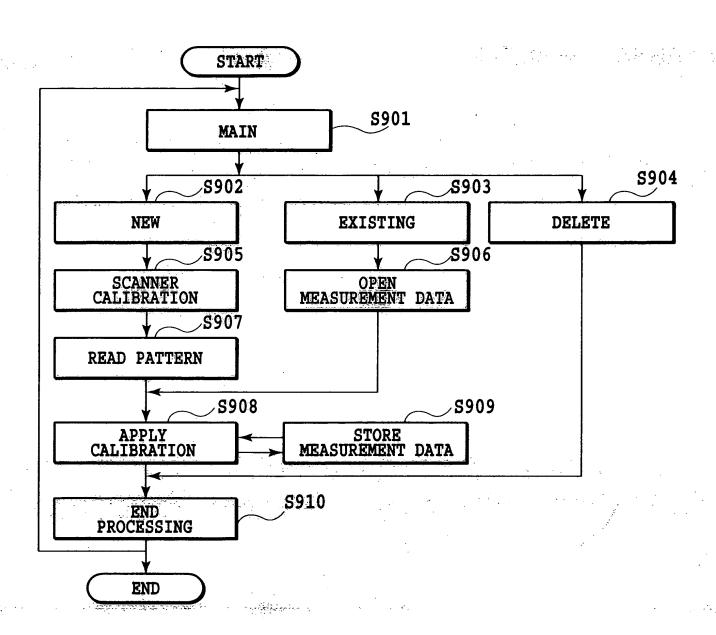


FIG.9



Appln. No. 09/774,037 Response to 12/1/04 Office Action Duplicate of Original Drawing

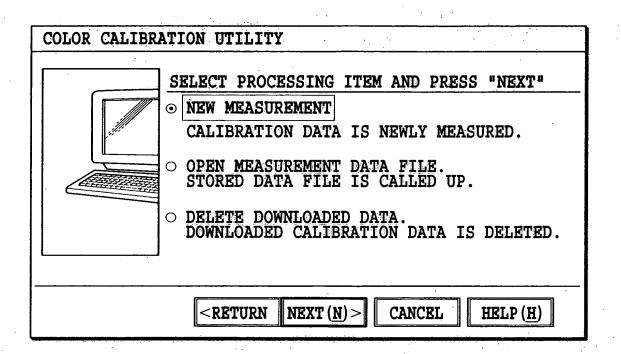


FIG.10



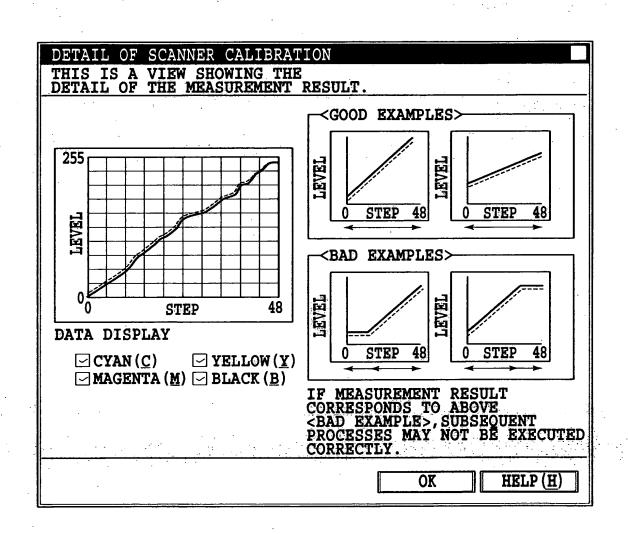


FIG.11

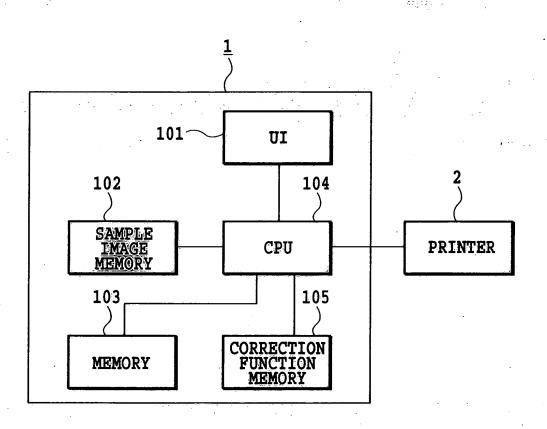


FIG.12



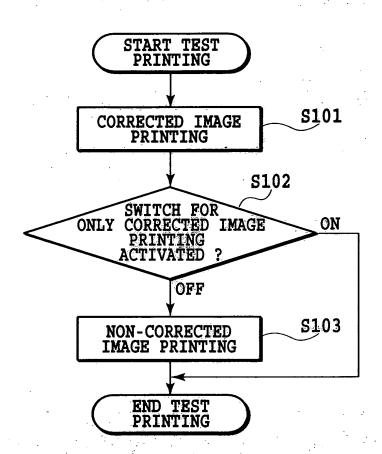
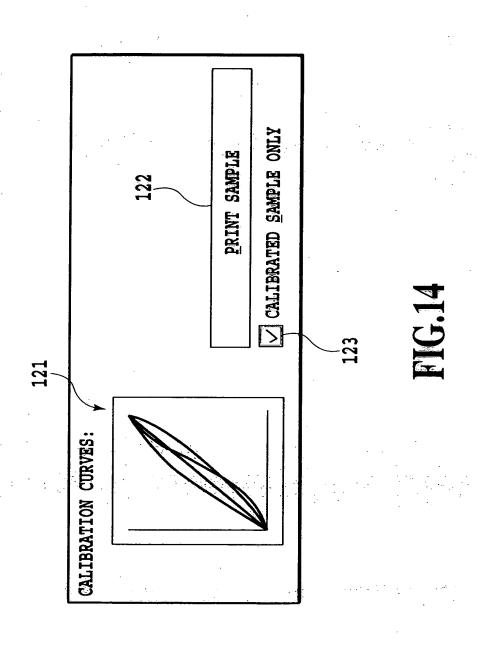


FIG.13



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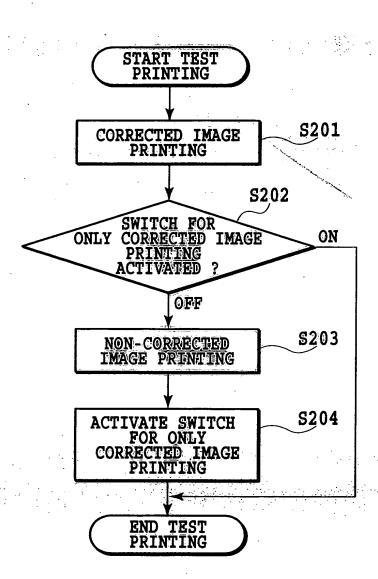
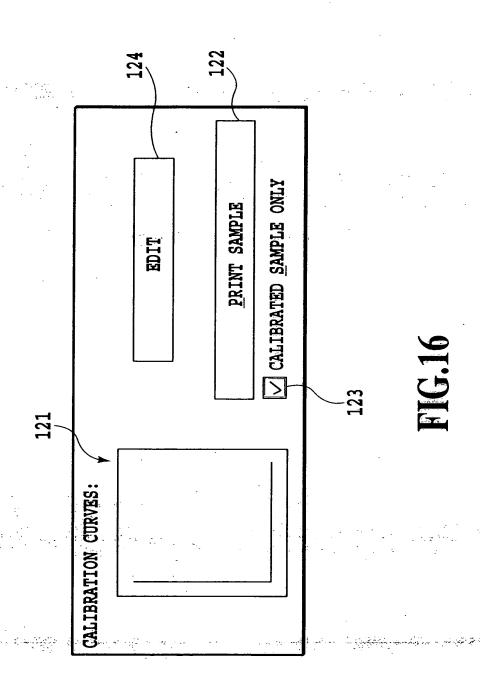


FIG.15





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